

USS MANITOWOC (LST-1180)
FPO San Francisco 96601

LST1180/GAN:he
5700
Ser 67
26 January 1971

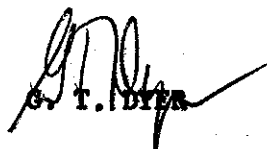
From: Commanding Officer, USS MANITOWOC (LST-1180)
To: Director of Naval History (OP - 09B9) Washington Naval
Yard, Washington DC

Subj: Command History for Calendar Year 1970; submission of

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Command History for Calendar Year 1970

I. In accordance with reference (a), enclosure (1) is forwarded


G. T. DYER

copy to: (w/encl)
CINCPACFLT
COMPHIBPAC
COMPHIBRON SEVEN



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USS MANITOWOC COMMAND HISTORY FOR THE YEAR ENDING 31 DECEMBER 1970

A. CHRONOLOGY OF HIGHLIGHTS

(1) 5-9 January 1970 - MANITOWOC underway for the first time with own power for machinery trials. Machinery trials were conducted off Cape May.

(2) 24 January 1970 - MANITOWOC was commissioned in ceremonies conducted at Naval Shipyard, Philadelphia. Governor Warren P. Knowles, Governor of Wisconsin, was the principal speaker.

(3) 18-20 February 1970 - Builder's trials were conducted off Cape May.

(4) 23-27 March 1970 - The Atlantic Sub Board of Inspection and Survey inspected MANITOWOC.

(5) 17 April - Having completed fitting out, MANITOWOC departed Philadelphia Naval Shipyard.

(6) 17 April - 12 May 1970 - MANITOWOC transited from Philadelphia to Long Beach, California (Home Port) via the Panama Canal.

(7) 8 June - 2 July, 1970 - MANITOWOC underwent Shakedown Training in San Diego.

(8) 13-17 July 1970 - MANITOWOC conducted final contractor trials with Pacific Sub Board of Inspection and Survey.

(9) 27-31 July, 17-21 August 1970 - MANITOWOC underwent Amphibious Training for all evolutions except those requiring use of the Stern Anchor Winch which was inoperative.

(10) 8 September - 25 October 1970 - MANITOWOC deployed to WESPAC. loaded marines, marine vehicles, and equipment in Danang and returned to CONUS.

(11) 1 November - 31 December 1970 - MANITOWOC underwent Post Shakedown Availability at Long Beach Naval Shipyard.

B. BASIC NARRATIVE

(1) Command - The first Commanding Officer Of USS MANITOWOC was Commander George T. Dyer Jr, who assumed command on commissioning of ship 24 January 1970 and has had command throughout the year. USS MANITOWOC was commissioned with an allowance/compliment of 10/11 Officers and 160/180 Enlisted Personnel. The Enlisted allowance/compliment has been increased to 180/202.

(2) OPERATIONS AND ACTIVITIES - On January 24, 1970, a year after her launching, USS MANITOWOC was placed in Commission (special) at Philadelphia Naval Shipyard, Philadelphia, Pennsylvania. The Commissioning was the culmination of six months of preparation by the crew. The "nucleus" crew headed by CDR George T. Dyer, then prospective Commanding Officer, was based at the ship yard throughout the Pre-Commissioning period. This group, consisting primarily of Department Heads and Leading Petty Officers, acted as overseers during critical phases of construction, worked to familiarize themselves with the various ship's systems and began the task of establishing the ship's Administrative Organization. The "balance" crew under the direction of LCDR (b) (6) then prospective Executive Officer, was located at the Fleet Training Center, Norfolk, Virginia up to a month prior to the Commissioning. This group consisting primarily of Division Officers, Second and Third Class Petty Officers, Seaman and Fireman Apprentices, conducted training to comply with Commander Amphibious Force, U. S. Pacific Fleet requirements.

In late December, the "nucleus" crew and "balance" crew were brought together at Philadelphia to compose the crew of MANITOWOC. Shortly thereafter, on January 5, 1970 MANITOWOC put to sea for the first time to conduct machinery trials. During these trials the propulsion system was given a full test. The ship was manned by approximately 80% of the crew and one hundred fifty shipyard personnel. For the trial, since MANITOWOC was not yet commissioned the PCO was designated O-IN-C of the precom detail with authority equivalent to the Commanding Officer of a Commissioned Naval Ship. The second day out MANITOWOC developed full power with six diesel engines developing 16,000 horsepower for speed in excess of 22 knots. A week after returning from machinery trials the crew moved on board the ship.

The Commissioning Ceremony on January 24th was well attended and considered a great success. The Honored Guest and principal speaker, the Honorable Warren P. Knowles, Governor of Wisconsin, set the mood of the occasion by calling MANITOWOC'S Commissioning "Especially Significant" in that the ship exemplified many of the best features of our new and progressive Navy. Governor Knowles presented the ship with a flag of the state of Wisconsin which is now displayed in the Crew's Mess. The ship was especially honored by a delegation from the city of Manitowoc, Wisconsin headed by the City's Mayor, the Honorable John L. Krey, who presented a silver tea service to the ship on behalf of the citizens of Manitowoc, Wisconsin. The Commanding Officer presented ship's plaques to Governor Knowles, Mayor Krey and Miss Joan Mutz representing Mrs. Gaylord Nelson, the ship's sponsor. CDR Dyer also presented to the city of Manitowoc, on behalf of the ship and the crew, a picture of MANITOWOC underway during trials. Other distinguished guests present included: Major General R. N. Fairburn, USMC representing the Commandant of the Marine Corps, RADM P. M. McManus, USN, Commander Amphibious Group Two, representing Commander Amphibious Force, U. S. Atlantic Fleet, and a delegation from the city of Manitowoc. Following the ceremony a reception was held at the Philadelphia Naval Station Officer's Club

After Commissioning, the Ship's Force commenced preparations for builders trials held during 18-20 Feb. During these trials Ship's Force took a more active part in actually operating the equipment on board. In the period following builder's trials work continued to correct discrepancies in equipment discovered during builder's trials and complete unfinished systems. Preliminary acceptance trials were conducted the week of 23 March. During these trials all ship's systems were demonstrated to the Board of Inspection and Survey. The Inspection team uncovered a number of discrepancies, but very few were of any consequence.

The major discrepancies found by the Insurv Board were corrected and on 17 April 1970 USS MANITOWOC was accepted for Naval Service, placed in Commission (Active) and got underway from Philadelphia for points west to join Amphibious Squadron SEVEN and the U. S. Pacific Fleet. After a brief weekend stop at Norfolk, Virginia, to load ammunition, the ship headed for Ft. Lauderdale, Florida, where the efforts of the Navy League to provide recreational opportunities for the crew were particularly noteworthy. After three days sailing from Florida, which included various general exercises, drills and a steak cookout on the main deck, MANITOWOC was standing off the entrance to the Panama Canal.

On the Pacific side of the Canal Zone, at Rodman Naval Station, MANITOWOC berthed for a day and a half, to refuel and load cargo.

After the brief visit in Panama, MANITOWOC, now a unit of the Pacific Fleet, set sail for the anticipated port of Acapulco, Mexico, the last liberty port before entering Long Beach, California, the Home Port.

On Monday, May 11th, MANITOWOC entered San Diego Harbor to unload several tons of cargo that the ship was tasked to transport from Rodman, Panama, Canal Zone. After a few hours MANITOWOC was underway again to enter Los Angeles Harbor the following day.

The weeks immediately following arrival at Long Beach were taken up with preparation for shakedown training, settling families, and completing routine administrative chores. On June 8th the ship got underway for San Diego to begin shakedown training. Shakedown training was completed with an overall grade of "GOOD."

On July 27th, MANITOWOC began Amphibious Shakedown Training. Equipment problems prevented completion of all Amphibious evolutions during this period. The final battle problem - a simulated beach assault, was conducted in pre-dawn. The ship was awarded a grade of excellent for the problem.

On 8 September MANITOWOC was underway for redeployment of U. S. Marine Forces from Vietnam to CONUS via the liberty port of Kaohsiung, Taiwan and then Vietnam. However, four days out of Long Beach problems with the main propulsion system required the ship to stop at Pearl Harbor Naval Shipyard for repairs. Repairs were completed in two days on an around-the-clock basis and on 15 September MANITOWOC got underway for Danang, Republic of Vietnam.

For two weeks the ship steamed at high speed across the Pacific to meet her first operational commitment. On September 23rd MANITOWOC diverted 500 miles south to avoid the destructive effects of Typhoon Hope which generated 45 foot seas and 150 knots winds near the storm center.

At 1930 on September 31st, in gale force winds, the ship arrived at Danang, Republic of Vietnam. The persisting high winds and seas together with torrential rains prevented accomplishment of loading on the first day. MANITOWOC rode at anchor for four days awaiting moderation in the weather. Finally the skies cleared, wind and seas subsided, and the ship was brought alongside the deep water pier. Over seventy vehicles and eighty tons of bulk cargo were loaded, stowed and secured for sea in a twelve hour period. All means of loading the ship were employed simultaneously during the course of this operation. Wheeled vehicles were loaded onto the main deck and tank deck over the bow ramp while tracked vehicles were loaded from utility craft married to the stern gate. Bulk cargo was loaded at the same time through the cargo hatch using the ship's own booms.

At midnight on the fifth of October, MANITOWOC got underway for Kaoshiung, Taiwan. Typhoon Iris, located in the South China Sea, forced the ship to divert to Subic Bay, Republic of the Philippines for provisions, fuel, and recreation. After three days, MANITOWOC headed across the Pacific for San Diego, California. A SOA of 20 knots was maintained for the entire transit, a first for LST type ships.

On 23 October MANITOWOC entered San Diego Harbor and off loaded all cargo and troops, returning to Long Beach on the 24th of October.

During the period 1 November - 31 December the ship underwent Post Shakedown Availability (PSA) in Long Beach Naval Shipyard)

USS MANITOWOC (LST-1180)
FPO San Francisco 96601

LST1180/RJR:he
5700
5 March 1972

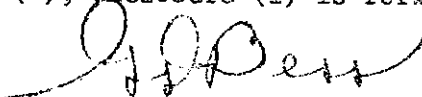
From: Commanding Officer, USS MANITOWOC (LST-1180)
To: Director of Naval History (OP-0989) Washington Naval Yard,
Washington, D. C.

Subj: Command History for Calendar Year 1971; submission of

Ref: (a) OPNAVINST 5750.12 series

Encl: (1) Command History for Calendar Year 1971

1. In accordance with reference (a), enclosure (1) is forwarded.


G. D. BESS

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USS MANITOWOC COMMAND HISTORY FOR THE YEAR ENDING 31 DECEMBER 1971

A. CHRONOLOGY OF HIGHLIGHTS

1. 8 - 19 February 1971 - MANITOWOC underwent Amphibious Refresher Training for evolutions requiring the use of the Stern Anchor Winch.
2. 27 February - 12 April - Deployed to WESTPAC. Loaded 4 Causeway sections in Yokosuka; proceeded to Danang and loaded Marines, marine vehicles and equipment and returned to CONUS.
3. 21 May 1971 - Change of Command
4. 3 June - 16 July - Deployed to WESTPAC. Loaded Marines, marine vehicles and equipment in Danang and returned to CONUS via port visits in Hong Kong and Subic Bay.
5. 2 - 6 August 1971 - Conducted Amphibious Operations during ISE period.
6. 9 - 13 August 1971 - Conducted in port school training in San Diego.
7. 23 August - 2 September 1971 - Conducted Amphibious Squadron Operations and independent Amphibious Operations.
8. 8 - 17 September 1971 - Participated in ROPEVAL 3-71.
9. 20 September - 2 October 1971 - Underway for a Port and Recreation cruise to Esquimalt, B. C. in company with USS GRAND RAPIDS (PG-92)
10. 26 October - 6 November 1971 - Underway for Port visit to Acapulco, Mexico in company with USS PT. DEFIANCE (LSP-31).
11. 11 - 12 November 1971 - Conducted Amphibious Operations during ISE period.
12. 15 - 19 November 1971 - Conducted in port school training in San Diego.
13. 29 November - 11 December 1971 - Underwent Interim Refresher Training in San Diego.
14. 14 - 31 December 1971 - Entered TODD shipyard for hull strengthening.

B. BASIC NARRATIVE

1. Command - Commander George D. BESS relieved the USS MANITOWOC's first Commanding Officer, Commander George T. DYER Jr., on 21 May 1971 and has had command to date. USS MANITOWOC allowance/complement is 12/12 officers and 208/206 enlisted personnel.

2. Operations and Activities - MANITOWOC completed Amphibious Refresher training during the period 8 through 19 February 1971. MANITOWOC's readiness to participate in Amphibious Combat Operations was rated as "GOOD" by COMPHIBTRAPAC. During this period the ship completed two compression causeway marriages, one stand-off marriage and five beachings and retractions.

On 27 February, MANITOWOC was underway for redeployment of U. S. Marine Forces from Viet Nam to CONUS via the liberty ports of Yokosuka, Japan and Hong Kong and then to Danang, Republic of Viet Nam. MANITOWOC lifted 123 measured tons of cargo from Yokosuka to Danang, 510 short tons from Danang to San Diego and four pontoon causeway sections from Yokosuka to San Diego via Danang. On 11 April, MANITOWOC entered San Diego Harbor and off-loaded all cargo and troops. The ship returned to Long Beach the following day. MANITOWOC maintained an SOA of 20 knots for her entire return.

On 3 June, MANITOWOC was underway for her third redeployment lift of U. S. Marine Forces from Viet Nam to CONUS since her commissioning a year and a half ago. On 20 June, MANITOWOC arrived at Danang, Republic of Vietnam and in seven hours loaded 754 short tons, 463 measurement tons and 82 USMC personnel on board for transit from Danang to San Diego. MANITOWOC returned to Long Beach via the liberty ports of Hong Kong and Japan May and arrived in Long Beach on 16 July. MANITOWOC off-loaded all cargo and troops for further transportation to San Diego.

Due to the large summer turnover of personnel and the early out program, the MANITOWOC percentage of required school graduated decreased to 53%. Therefore, MANITOWOC spent the week of 9 August in port San Diego specifically to attend schools. MANITOWOC's percentage of required school graduates increased to 68% during this period.

Beginning 23 August, MANITOWOC participated in four days of Squadron Tactics with Amphibious Squadron SEVENTE, and five days of independent Amphibious Training. During this time MANITOWOC conducted gunnery, tactical communications, damage control, engineering and seamanship exercises. The squadron underway period was utilized by MANITOWOC as an opportunity to prepare OOB's and CIC WO's for formation steaming and was considered an excellent "warm up" for a forthcoming major fleet exercise, ROPEVAL 3-71.

On 8 September, MANITOWOC participated with numerous other ships of FIRST FLEET in ROPEVAL 3-71. The training value of ROPEVAL 3-71 for MANITOWOC was outstanding. Formation steaming added a realistic ingredient for the crew and thereby greatly increased the value of the training for CIC, bridge and radio personnel. ROPEVAL 3-71 also provided MANITOWOC the opportunity to participate in Causeway, VERTREP and helicopter refueling operations.

MANITOWOC was underway 20 September for a Rest and Recreation cruise to Esquimalt, B. C. Reservists joined the MANITOWOC crew for the cruise. Liffrog drills conducted with the GRAND RAPIDS were excellent training for both reserve and ship's company officers. The recreational opportunities for the crew were particularly enhanced by the Esquimalt. MANITOWOC made the Esquimalt trip with the GRAND RAPIDS (DD-98) and successfully refueled her on five occasions. MANITOWOC returned to Long Beach on 2 October.

Three weeks later, MANITOWOC was underway with the USS POINT DEFIANCE (LSD-31) for a port visit in Acapulco, Mexico. Embarked were reservists from different reserve centers throughout the country. The transit included various

general exercises, formation station keeping, intership drills and leadfroe drills. The crew throughl enjoyed the time spent in Acapulco.

The week of 15 November was spent in port San Diego specifically to attend schools. With this week of schools, MANITOWOC's percentage of required school graduates increased to 77%.

On 29 November, the ship got underway for San Diego to begin Interim Refresher Training. Interim Refresher Training consisted of training in all areas of ship operation less Amphibious Operations and was completed with an overall grade of "GOOD."

On 14 December, MANITOWOC returned to Long Beach and entered TODD shipyard for the 1179 class LST hull strengthening Shibalit and remained there the rest of the month. This time was also used for a leave and upkeep period.

FOR INFORMATION (12-1-1970)
FROM THE DIRECTOR, FBI

12-1-1970
FBI
2:00 PM
20 January 1971

TO: DIRECTOR, FBI (12-1-1970)
FROM: DIRECTOR, FBI (12-1-1970)
SUBJECT: [illegible]

RE: [illegible]

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 12-1-1970 BY [illegible]

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U. S. S. MANITOWOC (LST-1180)
FLEET POST OFFICE
NEW YORK, NEW YORK 09501

LST1180/JCB:wr

5750

Ser: 193

24 MAY 1973

From: Commanding Officer, USS MANITOWOC (LST-1180)
To: Chief of Naval Operations

Subj: Report Symbol 5750-1, Command History; forwarding of

Ref: (a) OPNAVINST 5750.12

Encl: (1) MANITOWOC Command History for period 1 JAN - 31 DEC 72

1. In accordance with reference (a), enclosure (1) is forwarded.


E. F. POYET

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USS MANITOWOC COMMAND HISTORY FOR THE YEAR ENDING 31 DECEMBER 1972

A. Chronology of Highlights

(1) 1-12 January - MANITOWOC completed hull strengthening at Todd Shipyard, San Pedro, California.

(2) 17 January - 4 February - Amphibious Refresher Training

(3) 9-17 January - Amphibious Landing Exercise 2-72

(4) 18 March - Engineering trial cruise with dependents

(5) 31 March - MANITOWOC deployed with Amphibious Squadron SEVEN for WESTPAC

(6) 1 March - 6 April - Conducted Convoy Tactics Exercise 1-72

(7) 20-21 April - Embarked Marine Battalion Landing Team 1-4 in Okinawa

(8) 24-26 April - Participated in Zambales Landing Exercise 1-72

(9) 30 April - 1 June - MANITOWOC operated with Amphibious Ready Group Alpha in the Gulf of Tonkin and contributed to the successful completion of SONG THANH 5-72 and 6-72

(10) 6 June - 3 July - MANITOWOC operated with Amphibious Ready Group Alpha in the Gulf of Tonkin

(11) 3-9 July - Port visit Hong Kong, B. C. C.

(12) 9 July - 1 September - MANITOWOC operated with Amphibious Ready Group Alpha in the Gulf of Tonkin

(13) 1-3 September - Debarked Marine Battalion Landing Team 1-4
Embarked Marine Battalion Landing Team 2-9

(14) 6-7 September - MANITOWOC participated in Zambales Landing Exercise 4-72

(15) 20-22 September - Port visit Kaoshiung, Taiwan

(16) 20-24 October - Upkeep in Subic Bay

(17) 27 October - Debarked Marine Battalion Landing Team 2-9 at Okinawa; loaded two CH-53 helicopters for transport to Kwajalein Atoll

(18) 4 November - Two CH-53 helicopters departed MANITOWOC for Kwajalein Atoll

(19) 13 November - Arrived Long Beach Naval Station, Long Beach,

(20) 8 December - Change of Command

(21) 13 November - 31 December - Liberty upkeep, Long Beach Naval Station

B. Basic Narrative

(1) Command - Commander E. F. POYET relieved USS MANITOWOC's second Commanding Officer, Commander George D. BESS on 8 December 1972, and has had command to date.

(2) Operations and activities - On 12 January, MANITOWOC completed the 1179 class LST hull strengthening shipalt at the Todd Shipyard in San Pedro, California and returned to Long Beach, California to continue her preparations for over-seas movement and to give the crew a well earned leave period. Before deploying to WESTPAC, MANITOWOC successfully completed Amphibious Refresher Training in February, with an overall grade of Excellent. MANITOWOC also participated in Amphibious Landing Exercise 2-72 from 9-17 February. On 18 March, MANITOWOC hosted a dependents/engineering trial cruise.

On 24 March, MANITOWOC proceeded to San Diego, California where she loaded cargo for her up coming WESTPAC deployment. On 31 March, MANITOWOC deployed with Amphibious Squadron SEVEN for WESTPAC. During the next three months, MANITOWOC participated in various inter-ship drills and in Convoy Tactics Exercise 1-72. CONVEX 1-72 was used to train reserve officers, of which MANITOWOC had six, in convoy tactics.

From 24 to 26 April, MANITOWOC participated in Zambales Landing Exercise 1-72, where the ship conducted the launch of LVT's, LVT recovery both at anchor and underway, helicopter insertion of an embarked Marine Battalion, and supported the beach with LCM-8 loads. This exercise was held in conjunction with Marine Battalion 1-4.

During the period from 30 April through 1 June, MANITOWOC operated with Amphibious Ready Group Alpha in the Gulf of Tonkin, and contributed to the successful completion of SONG THANH 5-72 and SONG THANH 6-72. From 6 June through 3 July, MANITOWOC was again operating with Amphibious Ready Group Alpha in the Gulf of Tonkin. Following the aforementioned extended periods at sea, MANITOWOC's crew enjoyed a well earned port visit in Hong Kong, B. C. C.

From 9 July through 1 September MANITOWOC was again back in the Gulf of Tonkin with Amphibious Ready Group Alpha. During this period she contributed to the successful completion of Operation LAM SON phases two and three. MANITOWOC's award status at the end of this time included the Amphibious

Excellence Award, the COMPHIBOPSUPPAC Merit Award for Excellent Performance and the Operations Excellence Award.

From 1 to 3 September, MANITOWOC debarked Marine Battalion Landing Team 1-4 and embarked Battalion Landing Team 2-9. After a shakedown landing exercise (ZAMBALES 4-72), during which MANITOWOC conducted a test beaching at Green Beach in Subic Bay, MANITOWOC operated for two more weeks in the Gulf of Tonkin with Amphibious Ready Group Alpha before visiting Kaoshiung, Taiwan on 20 through 22 September.

From 20 to 24 October, MANITOWOC returned to Subic Bay for a short period of upkeep. On the 24th of October she steamed to Okinawa where she unloaded the Marines of Battalion Landing Team 2-9, and where she loaded two CH-53 helicopters for transport to Kwajalein Atoll. On 4 November the two helicopters departed MANITOWOC for Kwajalein Atoll and MANITOWOC turned its bow for Long Beach, California.

On 13 November, MANITOWOC arrived at Long Beach Naval Shipyard to begin a period of leave and upkeep. MANITOWOC was granted permission to transport dependents, automobiles and household goods incident to the change of home port which followed. The unusual preparations to accomodate thirty-three women and children dependents for the twenty-three day trip kept all hands occupied. The subsequent trip to the east coast port of Little Creek, Virginia was unusual and pleasant for all concerned.